

Question 2	Question 3	Question 4	Question 5	Question 6	Notes
Randle to Pinto, Burley, Lone Tree, North Turk, Walupt, Ryan Lake, Davis Mtn.	[blank]	Hiking, hunting, firewood, berry picking	[blank]	We the people own federal land and have right and responsibility to use its resources using good stewardship. Stopping logging has deprived us of resources and funding to maintain our forests. Meanwhile, we're expected to pay more taxes for less services. We can and must do better.	
2324- off road motorcycle on Juniper Ridge	[blank]	[blank]	2324- off road motorcycle; 28- between 2809 and 292 for off road motorcycle	thank you	
Area around Trout Lake to Mt Adams & Goose Lake to Willard. 88, 8871, 8854, 8851, 8810, 8860, 23, 2360, 8841, 2480, 8831, 60, 6020, 6035, 6030, 6040, 8620, 6621, 66, 66110, 86, 3200, 1831, 1840, 044, 030, 095, 531, 152, 061, 120, 071, 24, 021, 420, 431, 020, 580, 210, 051, 040, 030, 090, 141, 020, 080, 130, 011, 110, 060, 040, 070, 031, 507, 86, 0311, 011, 071, 080, 141 to name a few.	98% of the above road which I travel need grading and other maint. Cave Creek road is washed out above Cave Creek.	Yes I use many for hiking and hunting and don't know or could never find numbers.	no road should be converted to trails.	[refer to attached letter]	Attached letter
26- hunting, mining, 2612.	[blank]	[blank]	[blank]	Increase economic opportunities-> timber sales and mining	
55, 78, 2304, 7605, 77, 29, 28	[blank]	[blank]	[blank]	[blank]	
Gumble Packwood [????] south to Lewis River Southwest to I5	Davis Creek road slid forwards slope slides from top [????]	Reopen clags [sp?] no I roads for recreation and small fires > products do [????] close roads with a p???	[blank]	Pleas consider access for small forest products	
Tongue Mountain- I believe I take the 2801 road which parallels the Cispus up to the Trailhead; Langille Ridge- I believe I take the 28, 098, and 2809 if I read your linked map correctly; Olallie and Takhlakh Lakes- I get most the way to these on pavement (I believe you're just asking about dirt roads) but there are several small dirt roads around these lakes which I drive on; Occasionally if I run into snow or downed trees on the trails I'll take the 90, 23, 25, and 28 roads.	I'm not aware of any roads causing erosion or resource problems. The major issue I've seen in the forest has been the erosion "caused to" these roads, thereby cutting them off or requiring major repairs.	I use the 2809 road I believe to gain access to the Langille Ridge trail...although the new bridge there has changed things quite a bit. I rely on that road bed and would not want to see it removed. It's been a great trail connector to get from the major dirt road out up onto the trail itself.	I'm not sure if "closure" or "decommission" is the correct term here. I'm interested in finding dirt roads which the FS can no longer afford to maintain and then just having them blocked from car travel with large mounds of dirt or other obstacles. This would still permit these roads to be used by ATV and other motorized and non-motorized travels, but limit the FS maintenance expense which i assume is the point here. I don't have any particular roads to consider for this option but would ask the FS to nominate some for public scrutiny based on their ability to reduce expense. Give us some suggestions!	I appreciate the FS need to economize and at the same time am looking for roads which can be changed from car travel to 4x4/ATV/dirt bike/horse/bicycle/hiker uses. There seems like there should be a win/win solution here if the planners are competent and communications are above board. I'm also deeply suspicious that the process will not be used to "just economize" but rather will be used to limit access to an incredible resource, GPNF, for motorized users. I hope I'm wrong.	Emailed. 2 copies of the same one. Copy is Response 43
8100, 2588, 8312, 8117	[blank]	[blank]	[blank]	[blank]	
Town of Cougar to Mt. St. Helens; Town of cougar to House Rock & east; Town of Cougar to Carson by 5407, 34, 51 rd. hunting	3810 between	8512-2590 81	37, 5700, 5407, 6403	Want to have option of any roads going to be closed of adopting the road, make into trail for ATV use and club would patrol, maintain.	

Hunting, hiking, wildlife viewing, camping: 5700, 5700.315, 5400, 5800, 2612, 2612.036, 2562, 2560, 8100, 8117, 8117.470, 8117.850, 8122, 8122.200, 8122.160, 8303, 8303.230, 8303.340, 8303.341, 8303.682, 8312, 8312.120, 8312.122, 8300.380, 8300.389, 8312.480, 8320, 8322, 8322.560, 8322.700, 8322.800, 2588, 2588.520, 2588.522, 8300.030, 9300, 9039, 4200, 7700, 2800, 7605, 5704, 4100.406, 4211, 4205, 4205.522, 4205.520, 4205.518, 4205.517, 4205.519, 4104, 4104.504.	8100 around Redrock Pass area	[blank]	[blank]	[blank]	
Winter: 5704, 5404, 311, 5800, 54 from forest boundary to Carson. June, Feb, March, April, May: accessed from Chelatchie Prairie and Yacolt, loop 5700 and 5704 to 5407 to 54 and back to Chelatchie. Fall hunting: south side of Mt. Adams to access wilderness. Also Siouxson roads used to access sledding for kids and 4x4 challenge.	[blank]	Most of forest closed to 4x4. In water a 4x4 can do no damage because of deep snow please maintain high elevation roads for winter-use-multiple-use.	Convert roads to lower level to save money. Prefer level 2 or level 1 that is open for 4x4 use.	In winter most of GP close for snowmobile use. Very few areas with high elevation that can be used for 4x4 use. Open 25 rd. for winter use.	
Curley Creek Road, 8100, NF 25, NF 30, 2400, NF 90, 9300, NF 21	[blank]	8300 snowmobiling, 8100 hiking/camping, NF 90 ATV, NF 30 ATV, 2400 ATV riding	would love to see closed roads to remain open for ATV travel.	[blank]	
Most of 54 NF and 42.	[blank]	[blank]	[blank]	Motorized access is really cool, if we could keep as many roads in access to at least dirt bikes and quads that would be amazing.	
Most of all 54 NF, and some of 23, and 84.	5700 towards the top and off roads.	[blank]	[blank]	To not include ATV's/dirt bikes as motorized vehicles such as trucks and wheelin.	
Road 81: scenic driving (maintain gravel portion), Road 90, mostly wander around the forest without paying much attention to road #'s.	[blank]	Need roads available or converted to use by OHV and other motorized uses. Rds in Canyon Creek make good ATV trails & loops.	See 4 above	[blank]	
Access OHV trails with my dad	None	NA	Please do not OHV trails	some of the roads were dads favorite places to ride.	
Beginning in Trout Lake, WA- heading NW onto FS 23; FS 88; FS 60; used these roads for undergraduate mycology research.	None	No	None known	I encourage all closed roads be converted to a trail for motorized or non-motorized recreation. These areas cannot be defined as wilderness as they have roads, therefore, keep them in use.	
#23- Blue Lake, Blue Lake CG. OHV uses- M/C and 4-wheel vehicle recreation. Also, Council lake/Council Bluff- OHV, dirt bike, camping, fishing- family activities with my children.	No known road issue, but there's a location on trail 271, as you head up from Blue Lake CG from 270. A natural stream is eroding the hillside and the trail doesn't look like it will last very long- this section needs rework/repair. North end of 271 from Blue Lake CG toward Blue Lake, with a couple miles of the CG.	I do snowmobile, but have non in G.P.. I would prefer that accessible areas remain so, for future use.	Any and all sections that tie existing trails together, to form loops that kids can legally ride on.	Thanks for caring about OHV users!	
25, 26, 23, 21, 56, 5603, 2329, 27, 2742, 78, 22, 2150, 2160, 59, 85, 47, 52, 40, 47	[blank]	Old spurs off of 8511, 85. Any bermed/abandoned rds. Hunting and horseback riding.	I welcome any decommissioned road for non-motor.	[blank]	

I've been on so many roads, I can't list them! I'm always exploring and finding new roads. Just recently discovered Twin Falls C.G. by exploring a road I've never tried before.	Well, road 21 seems to have more than its fair share of erosion problems but I'm sure you know about that better than me!	No	I don't want to lose <u>any</u> roads! Who wants to close roads? Idiots! I want my grandkids to have the chance to explore Gifford-Pinchoot just like me!	Really! Close roads? Where's all this extra Discover Pass money going into some government black hole? Be careful or you'll have voters going after that money!	
I generally don't have a destination as such, I'm there to ride the roads on a street motorcycle or a dual sport motorcycle, which is a street legal off-road bike. I ride the area west of Morton between highways 7 and 508 and anywhere that can be reached out of Randle. I also occasionally enter the forest from the Columbia River side. On my street bike I usually ride these paved roads: 23, 76, 25, 99, 90, Curley Creek, and 30. I sometimes ride the paved part of 23 at the southeast part of the forest. On my dual sport, I am constantly searching for new gravel roads to ride as well as revisit familiar roads. I value every road! Loss of any road is a tragedy as far as I am concerned.	Other than major washouts due to storms each year, I don't recall any seriously eroded roads. What is more common is roads overgrown with trees and brush from inactivity or blocked by rock slides or down trees which have not been cleared.	No.	I, personally, am too old to ride trails, but new motorized trails which are "easy" would be welcome.	The 99 road to Windy Ridge is my favorite, but it would be a great improvement to the forest if the surface of the 25 road could be improved along its entire length, although the section from the 99 road to Randle needs help the most.	Attached letter
The intended activity is motorcycle riding with a street legal dirt bike. 28 road to Langille Ridge trail #259, 2801 road to Tongue Mountain 294 trail, 261 Juniper Ridge. I ride most all the trails in this area 1, 2, 3, 17, 19, 30, 80, 110, 115, 116, 118, 119, 262, 263, 265, 271, 272, 273, 275, 276, 283, 293.	[blank]	[blank]	For the most part I am against closing roads because of the chance of losing access to other areas.	My name is Richard Heath, I have enjoyed riding in this area for over 20 years, it is one of my favorite areas. I try to be a good user and share the trails, I hope you will continue to leave these open and keep them up. I have also helped maintain these trails. (cutting out windfall across trails).	
Mud Lake, Council Lake, Blue Lake Creek C/G off road motor, Wobbly Lake cycling, Adams Fork C/G	None known	No	We need to go the other way with more hiking trails being converted to multi use	There needs to be more ATV, horse, and motorcycle trails available in GPNP.	
I mostly come to the GPNF to travel the roads on my motorcycle, see the sights, and camp. I use the paved arterials' like the 25, 23, 88, and 90 but I love the gravel roads the best! The 28, the 2801, the 21, that crazy 5601, the 2212- so many great roads! Both the 32 and the 3230 are fun. Too many to list.	Causing erosion? None. But there are plenty of roads with water erosion damage to the road itself. I rode down the 301 road a few weeks ago all the way down to the Lewis River (almost) and that's a good example of a road that's in bad shape.	I am not aware of these roads. Are they on the GPNF map? In any event- no, I only use roads that are open to motorized use. Wait? Are you talking about trails that once upon a time used to be a road?	Just the opposite! I want <u>all</u> roads open and maintained for enjoyment by everybody. I'd like to see the 301 connect to the 9- over a new bridge on the Lewis.	Been a GPNF fan since I was a kid. Used to swim in Spirit Lake. Carried my skis up Mt. St. Helens in 1972 and skied down! Been all up and down the Goat Rocks. GPNF is my favorite escape in Washington! (I'm in Tacoma now)	
I like to travel as many of the unpaved and unmaintained roads as possible. Please do not close any of them.	None that I am aware of.	I only use roads that are open to motorized use. I do a lot of dual sport motorcycle riding in that area and do not want to see anything else closed for motorcycles, street legal or not.	Please do not close any existing roads or trails to motorized use. I travel on my dual sport motorcycle often on these roads and trails.	[blank]	
I don't pay attention to the road #'s that much. Just decommission them and I'll keep buying my forest pass :)	Most all roads cross streams and gullies. Surface runoff takes petroleum products from leaky cars and fine silts into the waterway. All roads are erosion and resource degradation concerns.	Yes. Bike and hike hunting. Some summer general hiking.	More roads in general to non-motorized traffic <u>only</u> . Too many illegal "trails" already and the user group does nothing but try to get administrative agencies to formalize access and reward the activity.	America is fat, make them bike and hike more. They can go to Yellowstone if they want drive-up attractions.	
141, to Mt. Adams horse camp, Haney Meadows, Keenes, Kalama, La Bar, Nile Valley. 12, 603, 14, 123	[blank]	Yes. Horseback riding... any roads or trails leading out of various horse camps.	We need to keep paved/gravel roads open to provide access to camp areas. We <u>always</u> pull a horse trailer.	We believe a very small segment of the population want roads converted to trails. We have helped to build and pave these access roads through our taxation! Please don't change things on us!	Attached map. 2 responses in the same envelope.
141 to Mt. Adams Horse Camp, Haney Meadows, Green Mtn, Keenes, Kalama, Nile Valley.	[blank]	We need motorized roads to haul our horse trailers to our camping sites.	I ride my horse on the trails, but need all roads open so that I can get to them hauling a horse trailer.	I believe I heard [sp?] that only 2% want the roads converted to trails.	

#90, #20-#21-#23 and the main roads are gravel and some asphalt oil shots through out the forest. #1 roads being the main lines across the whole forest need to remain.	Most of the 3 & 4 roads need erosion control by hydro seeding and other methods. We will supply grants and money for sustaining the roads in the forest. Mixed use road accounts, signs, and Hova(?) trail grants by motorized recreation stakeholders.	No, only motorized trails and roads open to motorized recreation are used. HOVA and RTP and mixed use grants have been and will be providing this money year to every forest that has roads and trails will give money through grants. All motorized trails are open for non-motorized.	No decommissioning roads. It creates the worst erosion in the forests. Roads to trails is a natural process and is in the 2002 Road Study GPNF. Trails to 50" wide on road beds that are hydro seeded for trail creation block.	Future use of road beds must be sustained. We at the GPOHVA and recreation for motorized with license plates & OHV & ORV roads to trails must include proper road openings to narrow trails.	Attached business card
60, 020, 040, 030, 051, 071, 6020, 6651, 6035, 6040, 220, 141, 66, 8620, 141, 080, 050, 88. All roads in the Indian Heaven, Goose Lake, Sawtooth. Forest product collection, berry picking, fishing.	[blank]	No	[blank]	We like to view wildlife, pick berries, fish. Being handicapped we would like to keep as many roads open as possible. There is a higher percentage of older and disabled citizens all the time.	
From FR 47/Silverbrook rd travel 2 miles until road (FR 47) makes a hard left. Spur road off to the right (closed gate for habitat Nov. 1- April 30). Please leave open for motor vehicles from May 1st to Oct 31st for starting point to Grassy Mt.	[blank]	[blank]	[blank]	Continued road closures- 1) effect efficiency of fire suppression 2) Remove revenue from hunters/recreationalist who want to use what their tax dollars are playing for. More rules, more cost, less accessibility. Doesn't really add up! If the concern for the above road is illegal dumping... I'll volunteer to clean it up in exchange for guaranteed access for motor vehicles.	
All roads	None	No	No	No roads should be closed	
Level II & I roads, hunting, berry/mushroom picking, hiking, dispersed camping, wildlife viewing, wood cutting, cutting x-mas tree, fishing.	None	Yes	Any closed road or decommissioned road should have a foot trail remaining at minimum.	No roads should be decommissioned.	
Access to ORV trails. Unsure of the road names. But we use unpaved roads on both sides of the river. NF2801, NF 7812, NF 120, NF 2324, etc. Blue Lake, Bishop Lake, Hamilton Butte, Cat Creek, Sunrise.	[blank]	No	Motorized	GPNF has always done an incredible job on the ORV trails and access to the trails. By far the best and best kept trails in the state.	
23, 22, 78, 7807, 7808, 2208, 21, 7812, 044, 56, 5601, 5603, 2329, 2322, 2324, 2325, 2334, 29, 28, 2809, 2810, 2816, 77, 76, 7605, 2551, and many others.	15	No	Motorized: 7807, 7808, 044, 7812, 5601, 2810, 2816.	We ride street legal motorcycles over all these roads and connect them, at times, by trails. Please don't close them, instead, convert them to motorized trails. We will maintain them! Tahuya Trail Riders (130 members).	
Trailheads to access OHV trails.	none	No	Please keep all or increase the number of OHV trail and roads.	Our family enjoy OHV activities please do not remove or limit access for those activities.	
OHV trailhead at Blue Lake. Destination: Blue Lake, Jumbo Peak	Not aware of any.	No	Not aware of any	Please keep this area for OHV usage. OHV areas are becoming more and more limited and I would hope that my grandkids will be able to experience trail riding in the GPNF.	
90, 25, 28, 76, 21, 23, 2328, 93, 9055, 2559, and 9075	9055 has some dangerous rain ruts.	No	7812 (if closed) would make a valuable trail as riding to the top (end) provides good cellular coverage.	Thank you for the continued support of OHV use in GPNF. I really enjoy the 3 month or so of riding after the snow melts off.	
Trailhead and camping access to OHV trail system	None	No	If roads must be not maintained please allowed cont. access or turn into OHV trails.	[blank]	

Access OHV trailheads with my dad	None	No	Please do not close any OHV trails.	[blank]	
All "2 digit" roads: 22, 23, 28, 29, 21, 78, 90, 93. Lots of "4 digit" rd: 2334, 2324, 2322, 5601, 9887, 9327, 2816, 2809, 7605, 2904, 7812, 044, 7807, 5603, 2328, 2551, 101, 2801, 2904. Licensed M/C road to trail access.	N/A	N/A	Motorized use- motorcycle: 2328, 2904, 2810, 2324, 2322, 2325, 2334, 6501, 2329, 5603, 7807, 2208, 7812, 2801, 7605, 9327, 9337, 2816	[blank]	
Tongue Mountain- I believe I take the 2801 road which parallels the Cispus up to the Trailhead; Langille Ridge- I believe I take the 28, 098, and 2809 if I read your linked map correctly; Olallie and Takhlakh Lakes- I get most the way to these on pavement (I believe you're just asking about dirt roads) but there are several small dirt roads around these lakes which I drive on; Occasionally if I run into snow or downed trees on the trails I'll take the 90, 23, 25, and 28 roads.	I'm not aware of any roads causing erosion or resource problems. The major issue I've seen in the forest has been the erosion "caused to" these roads, thereby cutting them off or requiring major repairs.	I use the 2809 road I believe to gain access to the Langille Ridge trail...although the new bridge there has changed things quite a bit. I rely on that road bed and would not want to see it removed. It's been a great trail connector to get from the major dirt road out up onto the trail itself.	I'm not sure if "closure" or "decommission" is the correct term here. I'm interested in finding dirt roads which the FS can no longer afford to maintain and then just having them blocked from car travel with large mounds of dirt or other obstacles. This would still permit these roads to be used by ATV and other motorized and non-motorized travels, but limit the FS maintenance expense which i assume is the point here. I don't have any particular roads to consider for this option but would ask the FS to nominate some for public scrutiny based on their ability to reduce expense. Give us some suggestions!	I appreciate the FS need to economize and at the same time am looking for roads which can be changed from car travel to 4x4/ATV/dirt bike/horse/bicycle/hiker uses. There seems like there should be a win/win solution here if the planners are competent and communications are above board. I'm also deeply suspicious that the process will not be used to "just economize" but rather will be used to limit access to an incredible resource, GPNF, for motorized users. I hope I'm wrong.	Mailed. 2 copies of the same one. Copy is Response 8
All hiking: 21 (2150, 2160), 23 (2329), 24, 25, 30, 54, 56 (5603), 76, 81, 83 (830), 90, 80 (8040).	None I'm aware of	No	None	Pave or improve grading of 23 north of its intersection with 90 (I'll bet you hear that a lot!!)	
41 hiking; 68, 6621 hiking, berry picking; 54, 5407, 58 hiking, berry picking; 25, 99, 26 sightseeing, hiking; 90, 23, 2329 sightseeing, hiking; 82 hiking; 30 hiking; 2380 hiking	[blank]	172 Bluff Mtn, Silverstar- hiking; 180F Silverstar- hiking, berry picking; 6048- Ned Mtn- hiking	[blank]	Gifford Pinchot NF forest is a gem- the extensive roads allow limitless possibilities for discovery and renewal.	
Biking (bicycle)= USFS 23,25,26, 99, 90, 52, 76. Hiking, camping, backpacking= USFS 21,23, 84, 8440, 5290, 7605, 2750	In need of upgrade/improvement: USFS 7605, 8440	[blank]	[blank]	High frequency roads, like USFS 23 TO Takhlakh lake, or USFS 21 TO Walupt Lake/Berry Patch TH should be kept in good condition. For regular small car access- for example prevent excessive wash boarding by grading more frequently, or improving surface material.	
ORV riding. Use the NF 23, NF 21, NF 2801, NF 55, NF 22, NF 7812, NF 2322. Please see attached table of roads to convert to OHV use trails.	I didn't notice erosion or other resource problems during my ORV riding activity.	No	If you convert roads to trails I request that you leave trail open to motorized trail bikes.	Please recognize that ORV recreation is popular at GPNF. Efforts put forth to reduce trail mileage for no other reason than "social sustainability" simply caters to the non-motorized vocal minority.	Attached table of roads.
Hiking/camping: 44, 4510, 21, 2160, 23, 2329, 24, 65, 6035. Berry/mushroom hunting: 4772, 4773, 52, 5240, 28, 30	I'm an infrequent visitor, not familiar with the roads.	Not currently, maybe this winter	[blank]	In general, I'd prefer that roads that need to be closed be decommissioned as little as s possible, and still allow non-motorized use. I also hope that all roads leading to trailheads, campground, and especially fruitful berry picking areas can be kept open.	

[Answer too long- not input]	Road 26, as you are well aware, has perennial problems. This road has been closed years at a time. (Despite this, the <u>road should be maintained</u>). This problem only highlights the need for adequate access to the National Monument from the west side, off of Hwy. 504, with easements to the west end of trails 217, 213, and 205. Some roads on the east slope of Strawberry Mountain (that are used and abused by commercial huckleberry pickers) could be pulled back.	My family and I enjoy camping off road 2612 in the Green River valley. As you close roads, remember to keep dispersed camping areas accessible. The 50-foot rule is unworkable, and doesn't take into account that steep terrain and thick vegetation naturally limit dispersed camping sites in the Gifford Pinchot. High, dry, flat areas should be ok for camping, like old roadbeds, rock pits, turn-around, landings etc.	We support converting bad roads to trails, but do not support making old roads inaccessible and dug up to the point that even hikers or horseback cannot use them. Converting roads to trails, and making a 2 mile hike into a 5 mile (one way) hike is desired. however, making a day-hiking destination further than 5 miles (one way) is too far for most day hikers. Focus on maintaining roads that go to trailheads, lakes, campgrounds or other destinations. The end of road 2612 (from the bridge to the end in the Green River valley) should be converted to a hiker/horse trail. The Backcountry Horsemen proposed this in the past but were told "no" since the land is close to the Monument. Now there are plans to open these roads for drilling. After any work, convert them to trails to create loop opportunities from the Green River Horse Camp.	Again, I have focused on obtaining legal public access to official Forest Service trailheads locked behind timber company gates. This problem plagues the Mount St. Helens National Monument. I strongly urge you to make easements to these trailheads an action item for this travel plan. Many of the Gifford Pinchot roads, at first glance, seem hopelessly neglected and abandoned, but simply brushing out the road and adding a culvert or two will fix many problems. It would be a shame to allow this infrastructure to fall into ruin, and then someday soon, the roads would need to be re-opened for management activities like logging, thinning, or firefighting. It's the slow, cumbersome, expensive federal process that sucks dollars and resources instead of efficient hiring of a few contractors to fix roads full time. Limiting "process" expense by creating a plan with categorical exclusions or other cost saving measures is even more critical that deciding where to put dollars on the ground.	Q2: Too long for this sheet. Also, there is a map attachment that includes notes.
					Not input: unusual format. See attached.
					Not input: unusual format. See attached.
We primarily stage out of Council Lake to ride trails, using road numbers: 2300, 2334, 2334016, 9091, 560, 2328	Unknown	No	See notes	I really appreciate the trail system developed in GPNF, a system that can be used for many varieties of activities. My motorcycle club gives back by clearing trees, repairing trails, and picking up garbage. I am hopefully that this project will improve the trail system further!	Q5: User inputted as a graph. Attached
I will usually start on FSRD 23, 21, or 20, then I will use the different roads from the ones I listed.	[blank]	[blank]	Any road that could be used as a trail connector for off-road bikes.	I would like to see more trail connectors, for the bikes without a plate.	
(1) 2000 to Jackpot Lake, hiking biking (2) 2800 to Boundary Trail 1A (3) 2900 to Boundary trail (4) 9300 to Snagtooth Trail (5) 2750 to Goat Creek TH (6) 2324 to Sunrise TH (7) 2334 to Council Lake CG (8) 7700-086 Burley Mtn. Lookout (9) 6048 to Red Mtn. Lookout (10) 9341 to Snagtooth Trail #4	[blank]	[blank]	Road 7700-086? From Burley Mtn lookout to road 2800 would make a great ridge top trail.	FS Road 2600, 2612 and 2750 are critical to maintaining access to north part of Mt. Saint Helens backcountry and beyond.	
All roads leading to trailheads.	[blank]	[blank]	I do not want to see any roads converted to a trail. I see all roads that are currently as a road serving a purpose to access the current trail system. Any road that extends beyond a trailhead and leads to no other recreational activity has a potential to be "non maintained" as a road.	Please do not decommission a road. Budget money spent is more wisely spent on upgrading trails rather than decommissioning a road. If you do not have the money to maintain a road, then do nothing, but do not decommission a road.	
88; 8810; 23; 90; 8860; 8851; 82; 8225; 0503; 060; 020; 070; 150; 151; 190; 500; 511; 93; 9075; 3212; 65	[blank]	[blank]	[blank]	The forest service is being run like a fascist organization preserving the forest for government employees and environmentalists.	
Destination: Council Lake; Roads used: 2300, 2334, 2334016; Activity: camping and OHV motorcycle	RD 2300's paved section that has developed a "sink hole" of sorts across the entire road.	Nope.	See notes.	I think that losing any roads in the GPNF is a great loss so being able to transfer them to use in other trail systems would be a great opportunity to help reduce the load on the existing trail systems.	

Randle to Adam's Fork	NFS does a poor job of maintaining roads, compared to the state or private sector.	[blank]	Keep roads open	Please consider allowing the use of four wheeler's on the roads, if road law's are observed.	
I have enjoyed traveling through the GPNF via all routes. Most often via the Lewis River using NF 90 then NF 25. I also enjoy the NF 8100 and make the loop to the 83 and back to Cougar. When I have time I like the entry through Trout Lake Hwy 14 and I don't know the numbers there. And the route from Randle, around Tower Rock and up through Cispus, then use NF 25 and try to find those upper lakes like Fawn and Hanaford. When I find the gates open on the Kalama River/Weyerhaeuser route through their 6000, 7200, 1400 and connect to the NF 8100 I'm really having a good ride.	Big Rock slide on NF 76 from Randle to Tower Rock RV is a big one.	I enjoy the fact that they are there and can be reopened when needed, in case of fire, but I am a bit of a cripple at 61, and I usually don't stray very far from my 4WD except to fish or watch for game animals and photo opportunities.	I am no help there, sorry.	I would like to see more Rangers at gates and on patrol to assist people with information about boundaries and rules and help STOP THE LITTER! I love the park and I enjoy the fact that people are finding mushrooms, ferns, bear grass, and so many other things that are OK to harvest and fish. I would like some sort of pass to get through private properties to get to the GPNF. I am pissed-off because the Hwy 504 to the Monument stops at Cold Water Ridge and the sign even says "No Parking, No Entry, No Hiking." The road should connect the upper lakes via the old logging roads that are still there.	
					Not input: unusual format. See attached.
					Not input: unusual format. See attached.
Primary access: 16, 6908, 68, 6605, 60, 66, 30, 32, 88, 8851, 23, 25, & more. Secondary: 8854, 5601, 8810, & many more.	No roads that I have been on show signs of resource problems. Some high levels of dirt/dust on well-traveled roads.	No	No. I would prefer that existing roads <u>not</u> be decommissioned. Ample areas exist for hiking, etc.!	I would very much like to continue accessing the national forest through the existing trail network. Closure of roads would definitely limit things. Roads should be mainted at least to the level for 4x4 or Dual Sport vehicles. More grader operators, less scientists.	
4510, we use this for horseback riding, hiking. See attached please [see notes]	5508, 2750, 2000, 9000, 2209. See attached. [see notes]	See attached [see notes]	See attached [see notes]	[blank]	Came in the same envelope as responses 63-68. In envelope there were also attached sheets outlining roads that included notes.
Horseback riding. Rd #'s 5600, 2160, 2612, 2150, 4510, 1260, 2750, 2000, 4600, 5290, 2140, 2142, 2120, 1266, 4612, 2506, 2200160, 2130, 2212, and all the main roads as well (26, etc.).	Not that I'm aware of.	Yes. See front side for road #'s. We recreate primarily on horseback unless weather is wet-snow-then we hike, snowshoe and cross country ski.	[blank]	Existing roads should be kept opened and maintained- we ride regularly in 3 states and the roads and trails in the GP are the poorest maintained.	Came in the same envelope as responses 63-68.
1260, 2000, 2130, 2150, 2160, 2212, 2329117, 2506, 2612, 2750, 4510, 4600, 5290, 5508, 5600, 9300	[blank]	[blank]	Leave roads open	[blank]	Came in the same envelope as responses 63-68.
5600, 2160, 2329, 2612, 9300, 2150, 4510, 1260, 2750, 2000, 5508, 4600, 5290, 1266, 4612, 2304, 2506	[blank]	[blank]	[blank]	[blank]	Came in the same envelope as responses 63-68.
5600 Cody H.C., 2160 Walupt H.C., 2329 Keenes H.C., 2612 Green R. H.C., 9300 Lewis R H.C., 2150 Berry Patch TH, 4510 Clear Fork TH, 5290 Tatoosh TH, 1260 Packwood Lk TH, 2000 Jackpot LK TH, 2750 Goat Ck, 5920 Glacier View	4600 Clear Fork- also need horse trailer turnaround, 2750 Goat Ck- needs larger horse trailer turnaround, 5920- Glacier View, 9000-humps in ground road- difficult for horse trailers to get to Lewis River Horse Camp, East Crater Trailhead- road difficult for horse trailers	No	Lone Tree Rd opened for access to trail #7, BCHW- Lewis Co Chapter is opening up the trail #7. Need access and parking for horse trailers at Lone Tree & Jackpot Lake trailheads. Need adequate turnarounds for horse trailers.	Need turnarounds at trailheads for horse trailers. Need "no parking in turnaround" sign at Berry Patch Trailhead.	Came in the same envelope as responses 63-68.

See attached-stock use, volunteer packing for USFS, PCTA, WTA.	2200160 opened for access to trail #7, 2130 opened for access to trail #7, 2212 opened for access to trail #7, 2329117 access to midway meadows (7A, 7B, 2000 access), 9000 between Big Creek Trailhead & Middle Falls, 2750 Goat Creek Trail HD/Culverts get plugged.	[blank]	[blank]	2208-Wobbly Lake Trailhead, block motorized access to Trail 7A; Make trailheads easier for stock towing turn arounds or w/signs i.e. Berry Patch TH "No parking in turnaround"	Came in the same envelope as responses 63-68.
I am a single-track motorcyclist and use the following roads to access Council Lake from the south: 2300, 2334, 2334016	None.	No.	[See notes]	[blank]	Question number 5 has an included table.
All roads south of "Burley Mountain Lookout" to the east and the west to stay open year around! Snow, summer, fall, spring. 54, 57, 93, 90, 25, 93, 81, 23, 5407, 53, 65, Curley Crk. Rd, 60, 6048, and all loop systems for these roads. 42, 53 rd, 24, 88, 58, Indian Heaven, Trapper Creek, Soda Springs, Cougar Road, Lone Butte, Trout Lake, Mt. Adams, Goat Marsh, Spencer Butte, 9039, Lewis River Falls, Craggy Peaks, Quartz Creek, Takhlakh, 25591. All fit.	5704, 42, 93, 54, 57, Calamity Peak Rd.	A lot of our time spent on forest roads is during the winter. We enjoy going out with several other vehicles in deep snow- we stay on marked roads. We use street legal vehicles for snow driving 4wd. We do not snow mobile, we are street-legal.	Is there already a list?	Be mindful to maintain the high elevation roads, as well as the lower elevation roads. Please no more gates! We'd rather deal with potholes, than any gates! When finances, funding is not there for roads maintained, please do not close the roads leave them open as they are. Thanks! I appreciate the meetings held in regard to roads issues, and I greatly appreciate Ken Sandusky and Tom Mulder's attention to these details. Thanks guys!	Note at bottom of page: "Be mindful to maintain high elevation rods, as well as the lower elev. Rds loop system roads! All season recreations.
2513, 2514, 2516, 2518, 2517, 2505, 2506, 76, 77, 7708, 77022, 77202, 28, 2817, 2818, 2608, 26045, 2608016, 2517017, 2750, 29115, 48, 4820, 4840, 4830, 1260, 1260022, 1262, 1266, 46, 4612, 4610, 1284, 1276, 1276027, 45, 4510, 5290, 5270, 5260, 5262, 5230, 2304030, 2304043, 2304, 2306, 55, 55057, 5508, 550824, 5505, 2801, 22, 78, 7802, 2208, 7807, 7809, 2324, 2328, 2325, 2325042, 2329, 5601, 2329022, 20, 2130, 2212, 56, 2164, 2164405, 2152016, 2152017, 2124, 7812, 2322, 5603017, 29, 2904, 28, 2809, 2810, 2810041, 2816, 7605, 5240, 5222, 5222016, 5210, 84, 8410, 8412, 8415, 8420, 8430, 8440, 84124, 8460, 47, 4710, 4715, 4720, 4726, 4720, 4740, 4745, 4745028, 63, 63102, 6320, 6320014, 6320014, 63036, 85, 8518, 8511, 8510, 75, 7534, 59, 74, 7409, 71, 7106, 7304, 73, 70, 7312. I wrote down roads that I hunt, get access to hiking, pick berries, cut firewood, and drive around on.	[crossed out]	I walk on old ski trails to find berries and hunt. If there is enough money to use to maintain old roads as trails, couldn't this be used for road maintenance?	Since it already is used by ORVs, the Watch Mountain road that goes into Watch Lake should be open- #7561. However, the Forest Service cannot afford to do trail maintenance on the trails that already exist.	I am against closing (decommissioning) any roads that are in the Matrix Management areas. When you do that, you automatically increase logging costs or even worse, throw out more acreage from the timber base. As was stated at the Randle meeting, roads in matrix should never be decommissioned, instead they should be closed and kept on the system. the GPNF needs to INCREASE the timber harvest and add money to the treasury and local economy. Perhaps less management by the Gifford Pinchot Task Force and more by Forest Service people, and LOCAL people is in order.	
Most all roads on the southern GP hiking, fishing, rock hunting, hunting, mushrooms, berries, pleasure driving, wildlife viewing.	NONE	Yes hunting and snowshoeing	You can not maintain your existing trail system.	This is an analysis with public scoping. The document being produced is a decision document and should be a NEPA process.	
					Not input: unusual format. See attached.
Lower areas: 029-> 7100 & 7301, 1260, 2750, 55088, 042 ->2304, 2504 & 2506, 2600, 2801. Upper area: 5600, 2150, 2329.	2304 (erosion) & 080, ?? Tree farm road	Yes. Krause Ridge for hiking and horseback riding.	I hate to say it but motorized folks seem to leave more trash behind, therefore close it to them- let the hikers etc. enjoy a clean environment free of trash- ATVs leave ruts in the wet season and should be kept out in winter/spring.	[blank]	
We like to hike, camp, & explore, sight see, these are just some of the roads we use. #040, #7807, #2212, #2130, #2304, #2305, #2306, #7605, #7708, #2560, #2810, #2801, #2360, #8810, #4205	[blank]	No	We would prefer roads remain open for motorized use.	Thank you for considering our input.	

All trailheads on the Randle district	[blank]	X-country skiing to anywhere with enough snow on the Randle district	I don't mind walking closed roads. Allow you to walk side by side w/companions.	Closing roads only to later reopen for access seems a waste. Blocking/weatherizing roads make more sense.	
					Not input: unusual format. See attached.
					Not input: unusual format. See attached.
We occasionally travel roads out of Randle and the White Salmon area. We use them to access huckleberry picking, Christmas trees, and hiking.	The road from Pole Patch going south past mesquite meadows has gotten progressively worse and now is near impassible. Regular grading or small cat work would have easily kept it in good condition. The road from Birley junction to Pole Patch needs simple maintenance.	Rarely use them	National Forests are for multiple uses. I do not think roads should be decommissioned. If there is a real maintenance issue, close them. Do not spend money to remove them as nature will do that on its own. There are lots of areas with no roads for pristine hiking, so maintain what we have.	I understand the county offered to grade the road mentioned in #3. I find it unbelievable that offer was declined. You do not have a mandate to lock us out of the national forest system.	
We use so many in the Randle, Packwood area from Mt. Rainier to the Wind River south side towards the Columbia Gorge	None	Many in the Randle, Packwood area for hiking and snowshoeing	We have to many roads closed already on logging company roads. Lets not do the same on our forest service roads.	[blank]	
65, 2400, 2600, 5701, 8100	65, culvert washed out at north end. Map implies that you can get there.	Use cross-country ski tracks in various locations.	End of 99 beyond Windy Ridge Parking lot.	[blank]	
See attached table 1 on the back of this document [attached sheet-see notes]	none	no	7561 motorized ORV (2 wheel) fishing/hunting/camping for access to Watch Lake	This survey was poorly distributed. This survey should have been given for a longer length of time to better represent all user groups. To distribute this survey at the end of fall into winter does not represent the forest users of which you work for and should be representing. Finally this survey actively excludes most special forest product users by not providing readable languages for these user groups.	Attached 3 page table at the end.
See attachment [see notes].	Road 2304, slides; road 2000, erosion; road 5701, erosion, slumping, brush encroachment; road 4109, erosion, ruts; road 68, potholes, brush encroachment; road 93, erosion, slumping, brush encroachment.	Road 4109, road to trail conversion hiking; road 8000 road to trail conversion, hiking, backpacking.	Road 9343 and 9341 convert to trails for hiker-horse (no ORVs!); road 9327 convert to trail along Clear Creek; road 9331 convert to trail.	Concerned about keeping access to trails usable by passenger cars (level 3 or better). Hikers should not be limited to those with SUVs to reach trails. Concerned about keeping unauthorized motorized use off non-motorized trails. Motortized and non-motorized trail connections should be discouraged.	Attached road number sheet.
Fishing, hunting, wildlife viewing, wild flower, berry picking, xmas tree cutting, wood cutting, rock hounding, hiking, camping, pleasure driving, mushroom picking, snowshoeing. I probably use gravel roads for 100% of these activities. 80 forest trips per year.	None	Yes. 3105, 3107, 6401, 64, 3062, 3070, 6500117, 68, 6801, 6800020, several more.	None if the road is converted to a trail the it can not be use for future vegetative management access.	Closing road and decommsioning only increase future cost for access when needed, forget closing road and focus on maintenance.	
A wide range of uses only on gravel roads.	None.	Yes. Many closed roads.	No way.	[blank]	

37, 3810, 38, 57, 54, also hunting ground marble mt. snow park. 83 to Lahar and down 2588.	3810- approx 1/2 from 51; 57 impassable by cars & trucks perfect ATV trail.	Snowmobiling around Marble Mt. Snow Park 83 and all off shuts.	57, 37, 3810 all motorized.	Would have more roads for recommendations except they are closed now.	
88, 90, hunting, firewood, camping. Most any road off the 90, 25, 9300, the area around dark meadows for motorcycle riding Chain of Lakes area for camping, riding, also.	[blank]	[blank]	Don't know any specific road, but anything that can be made open for motorcycle riding would be great.		
I am a stock rider who volunteers with WTA and BCHW to help maintain trails and to stock high lakes with fish. Most of my use is from White Pass via Soda Springs and in the Indian Heavens reach. I stay in my camper at trailheads and then ride and camp in dispersed areas away from other users.	[blank]	[blank]	When decommissioning any particular road - please do it in a way that would allow us volunteers to keep it open and available for trails for hikers and stock users. E.g. scrape the top coat gravel and place it along the uphill side of the corridor so we can shape a standard trail tread. When pulling culverts - please leave the trench so we can shape a full bench tread.	I use several of the trails on the forest for recreation of hiking, hunting, fishing, photography, fish stocking and trail maintenance. I predict that user group volunteers will continue to be a major source of trail maintenance labor and expertise including maintenance/ construction, structure maintenance such as turnpike, bridges, foot logs, fords, etc.	Tom Mix Sequim, WA
Hiking, hunting, fishing, camping, snow shoeing, mushroom picking, berry picking, firewood cutting, wildlife viewing, pleasure driving, swimming, boating, x-mas tree cutting, rock hounding, wild flower viewing, relaxing, solitude, family gatherings. Level I and II roads make up 95% of the roads traveled each year.	None	Yes, several throughout the forest. Activities hunting, fishing, snow shoeing,	The forest cannot maintain 50% of the existing trails and the remaining 50% is not maintained to standard, unless it is done by volunteer. Roads to trails is just a political play to get support for road closures. With the FS knowing they will not follow through.	The whole road closure and decommissioning is short sighted and a political play to keep environmental groups happy. Road maintenance should be the priority for the best current and future management use.	
Keep them all open and if you can't leave ones you close for dirt bikes and ATV's	[blank]	[blank]	All decommissioned roads should be used trails for ATV's, bikes horse's ect It would help if you would start logging some of the forest It paid for road building and maintenance!!	I'm sure there are groups who would be willing to help maintain any roads that are left open for ATV's and bikes	
1260 - backpacking, 21&2110 - backpacking, 21 & 2160 - camping, hiking, 21, 2150, 045 - hiking, 22 - hiking, 24, 65, 68, 66, 60 - backpacking, 23-2309 - sight-seeing, 25, 99, 26 - sight-seeing, 76,23,25,77,7605 - berry picking, 81,90,83 - hiking	I've encountered roads eroding due to lack of maintenance - a well-built and maintained road "grown-in" to the landscape is there for <u>all</u> the public to use and enjoy <u>their</u> shared resource for a multitude of uses.	[blank]	I don't want any roads considered for closure or decommission. Allowing already built roads to be lost is a terrible waste of resources. Actively unbuilding roads is unscientific and one of the poorest uses of resources I can imagine. The Forest Service needs to maintain the roads and trails they already have.	The National Forests were intended for multiple uses by <u>all</u> people. It's a shame they are increasingly managed for a select few. As a hiker and backpacker I feel there is more than enough land set aside in wilderness and national park areas already.	
23,2329, 45, 4510, 21, 2150, 2160, 1260, 46, 4612, 1266, 5603, 042, 56, 059, 114, 25, 26, 2612, 2608, 2516, 2750, 5290, 082, 2306, 2506	[blank]	Yes	5603 - snowmobiling	In most cases our family rides horses in the G.P.N.F. So road access to trailheads are crucial. But we also ride motorcycles, snowmobiles, fish, hunt and make an annual trip for Christmas trees.	
Tanum, Wenatchee, Goose Lake, Saddle?...	I have run into a few bad roads. In my opinion you do a fantastic job of keeping the roads passable for a big bike. I enjoy trail riding as well and help out when asked.	[blank]	I think you should ask motorcycle - off-road groups and hunters to get together and help with repairs. Most of us would really enjoy that	I moved here 25 yrs ago from California. In California you can't even ride hardly anywhere only in some desert areas are open. Again I think you do a great job with the resources you have.	
Keenes Horse Camp - the 5603 rd to that area is rough and never kept up, also the road to Snowgrass Flats #21 is horrible with potholes and has been for <u>years</u> cause the F.S. never works on it.	Rd. #21 - to Snowgrass Flats & Rd #5603 up to Horseshoe Lake, Tak-alak Lake & Keenes Horse Camp. This Rds have <u>not</u> been maintained for <u>years</u> .	No	[blank]	I think it's about time the Randle Forest Service does work on this roads instead of just sitting in the office or just driving around doing <u>nothing</u>	

<p>Most of my access to the forest is from Trout Lake as I live in White Salmon, so the 23, 24, 80, 82, 88, & 90 rds are my main access rds. I regualrly use these rds to access trailheads for horseback riding and volunteer packing. I have also frequently used roads on the N. side of the Lewsi River watershed for hunting and horseback riding. Because of the proximity to home, I recreate mainly in the S & W sides of Mt. Adams and Indian Heaven Wilderness Areas. See back of page for road numbers. Some of the road #'s used for recreation, hunting, horseback riding, packing & berry picking are: 80-020, 8020, 80-716, 80-731, 8020-015, 80-200, 80-014, 80-020-031, 80-101, 80-020-125, 2329, 5603, 86.</p>	<p>Roads in the Cave Creek, Lost Creek drainage are in especially bad shape due to poor maintenance. These iclude the 66, 6615, 6030, 8620 and many more. Erosion and washouts caused by plugged culverts and potholes that get deeper and bigger each year.</p>	<p>Yes horseback riding 80-011, 80-716, 80-20-025, 8225-702, 8225-729, 8225-181, 8020-015, 80-014, 80-020-101</p>	<p>Non motorized, hunting, hiking, Mt biking, horseback 80-020, 8020-041, 8225-702, 8225-729, 8225-181, 8020-015, 80-014, 8020-209, 8020-041, 8020-021, 82-070, 82-719, 82-090-730</p>	<p>the 23-521 is very important for us. We use the turn around at the end for staging for volunteer packing and trail rides to access the PCT and Riley Creek trails.</p>	<p>Dave Urelch Mt Adams Ch BCHofWA davewbl@gorge.net 509-637-2614</p>
<p>23,2801,29,2809 OHV activities, motorcycle trail riding with family and friends</p>	<p>none</p>	<p>no N/A</p>	<p>Fore roads that must be slated for closure or decommission I support their conversion to motorized trails. My family would like to see continued maintenance of current motorized trail systems and expansion of the motorized trail systems where possible.</p>	<p>Would like to insure access to OHV activities stays at current levels or increases. My entire family and a large network of friends consistantly enjoys OHV trail systems and compgrounds throughout GPNF. It is a wonderful area! <u>Thank You</u></p>	
<p>2160,2329,2612,2150,1260,4500,5600,2750,20000,5508,4600,5920,5290,2140/2142,2120,1266,4612,2304,2506</p>	<p>2130,2208-Wobbly Lake trailhead, 2212,9000-btween Big Crk trailhead and Middle Falls trailhead, 2200160, 2329117-trail #7A</p>	<p>[blank]</p>	<p>[blank]</p>	<p>[blank]</p>	
<p>85,21,56,90,54,42 >motocycle (DS-dual sport) travel and some hiking</p>	<p>n/a</p>	<p>Not used</p>	<p>Any roads that allow shared access for motorized and non motorized use is important to me.</p>	<p>Please reach out to the motorcycle clubs and 4-wheel drive clubs to help with funding indeas and annual raos/motorized trail clearing - were happy to help!</p>	
<p>BCHW memebers frequent the north, east, and south side of the Monument, all of the Cowlitz Valley RD, all of the Mt Adams RD except upper slopes of Mt Adams, and the Indian Heaven Wilderness, Lewis River, and Trapper Creek Wilderness areas. We utilize all of the GPNF horsecamps, including Kalama, Keenes, Walupt Lake, Cody, Green River, Mt Adams, Deep Creek, Little Goose, and Lewis River. We camp at and past the Soda Springs trailhead, packwood Lake trailhead, Snowgrass Flats trailhead, and trailheads for several access trails to the Pacific Crest Trail. Virtually all connecting roads, even minor ones, between these and various horse camps and trailheads are also utilized.</p>	<p>Some roads need improved road maintenance such as the road to Goat Mountain trailhead above Riffe Lake. Many roads need grading or chip-seal patching to deal with the potholes.</p>	<p>Yes, there are roads near area horse camps that are gated but still used by horse riders to gain access to trails or other dirt roads.</p>	<p>This will need to be provided by BCHW members individually. For example, there are a few roads near Keenes Horse Camp that are used by riders but are closed to public vehicles. We also still use sections of the road out of Kalama Horse Camp that used to go to the Blue Lake trailhead.</p>	<p>Any road near a horse camp that is being considered for decommissioning should also be considered a candidate for conversion to trail. This is particularly true for road segments that connect to other trails or to other roads.</p>	<p>The Back Country Horsemen of Washington considers the Gifford Pinchot National Forest as a primary destination for packing and horseback riding by members from around the state. We highly value mid-alpine to low lands riding both in and out of designated Wilderness. Since most of our members pull horse trailers, having a significant and maintained road system as well as strategic camping, staging, and trailhead locations throughout the forest is very important. We also utilize the Pacific Crest Trail from where it enters Washington from Oregon to where it leaves the GPNF north of White Pass. Any access points to this trail are routes we want to maintain.</p> <p>We ask that any roads actually proposed for decommissioning or a reduced maintenance level at some point in the future be subject to further review by us. With towing horse trailers, we need the ability to turn around on many secondary roads, so it is key that we can validate that this can still happen when changes are proposed. We are also very concerned with the potential loss of dispersed camping sites that horseback riders/packers frequent. The attraction of the GPNF for recreation is due to the wide variety of opportunities that allow for both social recreation and opportunities for solitude within the mountains of Washington State.</p>

<p>o Fishing – 8100 --- Blue Lake, 90 rd to Takhlakh, 2160 to Walupt Lake o Snowmobile – 23, 2329, 24, 25, 2588, 2572, 30, 32, 52, 5260, 56, 5603, 60, 6020, 83, 8100, 8200, 8312, 88, 8831, 8851, 8854, 8860, 9015, 8320, 99, and many others o Hunting – 83, 90, 25, 9015, 2588, ORM Private Property o Motorcycling – 90, 25, 30, 88, 21, o Dirt Bike Trails --- Boundry Trail (Elk Pass to Council Lake), Dark Divide and High Lakes trails o HuckleBerries – 30 Rd and the 88 Rd to the Berry Fields above Trout Lake on Mt. Adams. o ATV on Private Property as there are very few designated roads within the GPFS that allow ATV's</p>	<p>I am not aware of any read that is causing erosion or other resource problems, and what I have seen is that attempts to remove and/or restore a road to natural landscape causes much more problems than just leaving the road...</p>	<p>• Snowmobiling – 23, 2329, 24, 25, 2588, 2572, 30, 32, 52, 5260, 56, 5603, 60, 6020, 83, 8100, 8200, 8312, 88, 8831, 8851, 8854, 8860, 9015, 8320, 99, and many others • You question doesn't seem to have been given much thought, as don't know of anyone that attempts to collect Firewood on roads that have been closed to wheeled motorized vehicles, and most people are willing to hunt on foot, but require a wheeled vehicle to recover a large animal that is harvested during hunting season... • There should be more ORV ATV and Dirtbike trails / roads, that are restricted to Off Road Vehicles only, and not have ATV's prohibited, as is the case in most of the GPNF today... Many of the trails are very limited in length, with few routes that allow a full-- day ride on a loop and/or able to ride on some of the Gravel Roads with Off---Road Vehicle such as the policies in the Idaho and Montana Forests, as I think they have a much more ORV / ATV Friendly Policy than the GPNF does.</p>	<p>There are areas around Marble Mountain (eg 2588, Marble Mountain, 8320, 8312) that could be used for an ATV trail, as there are also many cabins in the area that would / could use these trails for better organized summer recreation. • 9039 – 9310 – 9312 ATV Trail • Wright Meadows Trail / Crabby Peak • See my comments under question #6, where a Usage License within the GPNF could be issued to dirt --bikes and/or ATV's for non---paved road usage, which I think could be a new revenue opportunity for the Forest Service, and allow a new policy for ORV/ATV within the GPNF on all or most of the gravel roads within the Forest...</p>	<p>Reviewing a policy similar to Idaho and Montana, where ATV's are allowed to travel on Gravel (non---Paved) roads within the GPNF as it is very difficult to have any loops and/or roads were ATV's can travel during the summer time... Dual Sport motorcycles are OK, but they seem to be just as much of a liability to the GPNF as an ATV would be, and I believe there is a revenue opportunity to charge a road---use fee from ATV's and limit them to roads that are non --paved, and have a restricted speed limit on the road already...</p>	
<p>I use various roads to reach locations in the GP. The roads I use come from Packwood, Randle and Trout Lake for access to Soda Springs, Packwood Lake, Midway/Muddy Meadows, Mosquito/Surprise Lakes {Indian Heaven}, Cispus, Kalama, Keenes, Walupt Lake, Green River, Cody, Little Goose, Falls Creek, Mt Adams, and Lewis River Horse Camps.</p>	<p>[blank]</p>	<p>We enjoy riding our horses in the GPNF and discover new areas each time we go out there. Any route that is open to stock travel we have used or may use in the future.</p>	<p>As a taxpayer, I don't like to see roads closed that we have paid for (directly or indirectly). Far too few people have the opportunity to travel in and enjoy our wonderful National Forests and to continually reduce the access to the majority of the traveling public is in conflict with the multiple use strategy of the Forest Service. Please don't further reduce the potential for us to use and enjoy our public resources.</p>		
<p>(All below via Carson and Cougar) Fishing - Blue Lake, Swift, Goose, and Tahkalak Hunting - Oldman Pass, Elk Pass, 93, Lahar, 10 Road systems Snowmobiling - Lone Butte, Marble Mtn, 25 Road Systems Motorcycle - Boundary Trail Berries - Oldman Pass, 93 road, Elk Pass Mushrooms - 25 & 90 Road and secret locatons Biking - Lewis River Trail Rafting - Lewis River below 9039 bridge Rock/Gem - 90 rd to Quartz Creek area Photography - Lower, Middle & Upper Lewis Falls Skeet & Target - Rock pits @ 9312 area ATV - Private property - USFS Off Limits</p>	<p>None</p>	<p>Snowmobiling - 25, 2588 Fishing - 9331 Note: Activities such as firewood and packing cut big game animals from behind closed gates can only be accomplished by those in very good physical conditon.</p>	<p>Motorized recreaiton in the GP is non-existent. <u>This needs to change!!</u> Potential ATV loop areas: Wright Meadows trail, Craggy Peak 2588, Marble Mtn, 8320, 3103 to 10 road south of Swift to 3105 42 & 37 road systems</p>	<p>there have been community out reach from user groups to adopt different areas that the forest service needs to embrace. Keeping our younger users out of the forest with more regulation and restriction will have dire negative effects for future generations.</p>	

<p>2. I usually am horseback riding and on a rare occasion fishing.</p>	<p>3. I never had a problem on any roads I was on last summer.</p>	<p>4. I was on old logging roads up close to the Crest Trail from White pass. I ride horses and participate with Back Country Horseman work parties.</p>	<p>5. I am not particularly interested in off road vehicles and only care if they are going fast and not being careful around livestock.</p>	<p>6. My main concern is access for camping with a horse trailer and riding out to the different hiking and riding trails. I spent a lot of time with BCH club rides this last summer. I enjoyed myself at all the places I was at and the trails were in excellent condition as far as I was concerned.</p>	<p>David R. Smith DVM PO Box 442 Ravensdale, Wa 98051 360 886 1549</p>
<p>We primarily ride horses and do some hiking. We come to the GPNF for our extended vacations because we don't have access to such great camping and trail access here. Our trips have taken us to virtually every horse camp (Keenes, Kalama, Walupt Lk. Green River, Lewis River, Little Goose, Falls Creek, Mt. Adams as well as dispersed camping in the Soda Springs area, Indian Heaven, and Packwood Lk.</p>	<p>None known at this time.</p>	<p>Yes, we have for riding. We can't recollect the numbers but they would be those located near or adjacent to horse camps or areas of dispersed camping by trails.</p>	<p>We would support a plan for decommissioning of roads that takes into consideration how they could be tied into existing trail systems so that access to the system itself remains and the decommissioned roads enhance recreational use while still acknowledging the concern around fiscal resources. Loop trails are always of benefit because they draw more users. An example of an area that could benefit from this would be by Falls Creek HC between FS road 65 and Wind River road. (Falls Creek HC is a great little HC!)</p>	<p>We understand that fiscal restraints are driving this but we'd also like to put in a word for how with the adjustment it makes sense to also consider some other changes like creating trail access from Green River HC to Spirit Lk. We have enjoyed riding everywhere in the GPNF and appreciate the opportunity to comment.</p> <p>We have commented many times about how well managed the GPNF is and how all interests have been taken into consideration and acted upon. We trust that you will continue this admirable standard throughout this process.</p>	
<p>FSR21,23,25,5402, access, to Walupt, Cody, Keenes, Midway meadows, muddy meadow, kalama HC, Mt Adams HC, Green Rive HC, Pacific Crest Trail</p>	<p>FSR 25 often as wash outs near Green river HC</p>	<p>Yes, We ride Horses on all trail open for stock use. All Road, open to stock use</p>	<p>Any road that would take away access to Horse camps and or to trail haed must be either left in tack or at least remain as a trail.</p>	<p>As a member of the Lewis County Chapter Backcountry Horseman, I and the membership ride these areas constantly are the weather and snow allow, we have spent and continue to spend countless hours clearing trails in or to keep them safe for all user groups, It would be a great injustice and travesty to even consider closing the roads which are the life blood to the Horse caps and backcountry trail heads</p>	
<p>I use all these roads for access to horse/mule riding trailheads and campsites: 5600, 2160, 2329, 2612, 9300, 2150, 4510, 1260, 2750, 2000, 5508, 4600, 5920, 5290, 2200, 2329, 2120, 2304</p>	<p>Don't know.</p>	<p>No Comment</p>	<p>No Comment</p>	<p>If you have to close any roads to vehicle travel, just block them, but don't destroy them.</p>	
<p>Keenes Horse Camp - 25, 23, 21, 56, 5603, 2329 Walupt - 21, 2160 Cody - Road to get from Cody to Keenes Green River HC - 2612-027 Want to be able to ride from Green River HC to Spirit Lake Soda Springs - FSR 45, 4510 Kalama Horse Camp - Hwy 503, FSR 8100 Lewis River Horse Camp - Hwy 503 FSR 90, 93</p>	<p>I don't know of any.</p>	<p>No</p>	<p>Try to keep all the roads open. But if they must be closed, do convert them to trails suitable for horseback riding.</p>	<p>I would like to ride horses everywhere in GPNF. Please keep all roads that access these areas open.</p>	<p>Joann Reider 14127 Issaquah-Hobart Road SE Issaquah, WA 98027 Phone: 425-392-8124 email: jrreider266@comcast.net</p>
<p>Hiking and Horseback riding mainly out of various horse camps within the forest. I have camped at Kalama, Keenes, and Mt. Adams, but intend to experience all of them at some time in the future.</p>	<p>[blank]</p>	<p>If so, what roads closed to wheeled motorized use do you use and for what activities do you use them? For each road you list, give the road number and use (e.g., hiking, hunting, firewood collecting, snowmobiling, etc.).</p>	<p>Please do not take any action that would restrict or reduce horseback riding and/or hiking from and around horse camps in the Forest.</p>	<p>[blank]</p>	<p>From: Joan Fleming, Scatter Creek Riders chapter Back Country Horsemen of Washington, Rochester, WA</p>

25,26,2612,2329,5603,21,23,2160,2152,2150,2750,27	[blank]	No	[blank]	We realize you have short funds but the number and depth of chuckholes on some of these roads is very bad.	
FS 21,22,23,25,26,28,29,55,76,77, and including spur roads off these main FS roads. We access these roads for the purpose of firewood cutting, forest product collecting, hunting, access to lakes and streams for fishing, sight-seeing, and other general recreation.	FS 23, at mile post 22-29 (approximately), is in need of repair due to washboard nature of the surface.	Yes. I am unable to recall names/numbers of these FS roads as they are typically smaller spur roads off the primary FS roads. However, I and others do use roads closed to motor vehicles for hunting, hiking, and forest product collection.	[blank]	I am generally against the decommissioning and closing of roads within the Gifford Pinchot National Forest. In limited circumstances, the closure of roads may be preferable to decommissioning due to the interest of public safety. However, decommissioning or closing of roads should be last resort. I am against closing or decommissioning due to the reasons below. First, I am concerned about how the decommissioning of roads might impact forest fire response. Limiting access to parts of the forest might impede the ability to respond to a forest fire, thereby destroying significantly more forest than if access were readily available. Second, roads which have already been decommissioned are often left in conditions that are difficult to traverse. Therefore, I am concerned about further decommissioning which may further impede the ability of the public to use the area for economic and recreational activities such as hunting, fishing, camping, sight-seeing, etc. Third, if it is determined necessary to decommission roads, rather than spending scarce financial resources on such, these roads should be left for nature to reclaim. Financial resources would be better spent to repair roads that are used by motorized vehicles and for public access to forest resources and recreation. Fourth, I am against further roads being designated for off-road vehicles. I believe there is already sufficient space dedicated for this type of use. Additionally, off-road vehicles cause significant destruction to the forest, increase erosion, and the noise created by these vehicles is disturbing. Lastly, every decommissioning and closure of a road results in the loss of an individual to experience the adventure and beauty of the forest. Not every individual is graced with the ability to experience the forest on foot. Therefore, motorized vehicle access (non-ORV) by way of these roads is an imperative. Let us not forget that in addition	This questionnaire respectfully submitted by the following: Steven B. Raught, Wendy S. Austin, Bill and Yvonne Russel, Casper Brian, and Kelly LeBlond, Clint and Jane Brown, Andrew and Lynn Trimble
I have no particular destination. I start in any number of accessible areas, and simply ride around and explore.	n/a	no	No specifics come to mind. What concerns me most is the conversion of roads perfectly suitable to my selected use, as well as that of many others. Typically a conversion to trail means less motorized access in my experience, and this lacks overall vision in the use of the existing road network.	My hope is that this does not become, or already is, an effort to close yet more access for my preferred recreation access to the GPNF!	
Kalama Horse Camp, Keenes, Cody, Mt. Adams Horse Camp starting from Roy WA	NA	Not generally	NA	We like to ride horses all over the GPNF. We would like to ride from Green River HC to Spirit Lake. Please keep all roads that access our horse areas or are used for recreation in horse riding areas remain open.	
We live off 2504 - the Ames Homestead Our job address is 2504 - 036 Ames Ranch - We use all the roads between 23 & 25 -	[blank]	The Lone tree Mt road	Please keep Krause Rd open it is such a nice ride on horses	If it floods and we need to get out in case of an emergency. We must go across on 2504 or Woods Creek then around the lake and come out in Glenoma. We also use Cunningham Rd directly across from our road to go across to our family on the Cline Road - that is also an emergency escape route when it floods	
I like going to Goose Lake to just spend the day. I travel roads 71, 7415, 7409, 74. they make a great loop from Hwy. 508 to Hwy. 7	Road 7415 is becoming very overgrown. Especially where 7415 joins rd. 74.	No	None in particular. But I would prefer that any roads in the west end of Gifford (ie west of Hwy. 7 and north of Hwy. 508) that are slated for closure, be remained open to motorized travel. This end of the forest sees almost zero non-motorized usage.	Thanks for the road repairs on the 74 & 7409 roads!	

<p>I'm not sure of all the road numbers, but my family likes to camp, hunt, fish and especially ride horses all over the Gifford Pinchot National Forest. My family and I use dispersed camping sites you use like Soda Springs, Packwood Lake, Midway/Muddy Meadows, Mosquito/Suprise Lakes (Indian Heaven), Cispus, and others. We also like to access horse camps: Kalama, Keenes, Walupt Lake, Green River, Cody, Little Goose, Falls Creek, Mt Adamas, Lewsi River, and other campsites.</p>	<p>Not known</p>	<p>Yes for horseback riding activities.</p>	<p>My family and I like to ride horses and mules everywhere on the GPNF. We want to be able to ride from Gree River HC to Spirit Lake.</p>	<p>Please keep access roads open and available to equine and other uses. Kids need to learn to love the outdoors while they are young, in order to preserve wilderness areas in perpetuity.</p>	<p>Kristine Thompson 14611 Mt Vista Ln SE Yelm, WA 98597</p>
<p>We usually leave from Packwood or Randle. The Walupt and Keenes horse camps are ones we use. We do have other horse friends that prefer some of the other horse camps. It is important to us to be able to camp overnight at the trailheads with our horses. We use a truck camper with a bumper pull trailer. We recreate on trails for riding, photography, wildlife watching, sightseeing and picnicking. On the bikes we do the backcountry paved roads for much of the same reasons. We have been up to the monument on the roads to Windy Ridge. that road is rated as one of the best motor cycle roads in the state by at least one motorcycle guide book.</p>	<p>Don't know of any.</p>	<p>We would use such a road with the horses if it were needed to gain access to a trail leading into the forest.</p>	<p>I am not conversant with the particular roads you may be considering for closure. However, the Back Country Horsemen of Washington as well as the Back Country Horsemen of America have a position of having any road closure or decommission reviewed for the conversion to a trail. It is often the case that these roads can be converted to a trail with a bit of work even made into a loop trail by adding a connector between two or more of the roads. This can be done often with less disturbance to the ground than the full decommission and resoration of the old road. Old road beds make good trails. The BCHW and BCHA folks do a major amount of trail maintenance on the forests and would work on these trails also. I am sure the local BCHW chapters would be able to suggest which roads would fall into this category.</p>	<p>Thank you for the opportunity to comment on this topic. The access to all the horse use trailheads is very important to me and all of our horse riding members. Please be sure to keep us on your mailing list for any other comment opportunities. Best regards, Mike 31 December 2012 Mike McGlenn Chairman Backcountry Horsemen of America PO BOX 1367 Graham, WA 98338-1367 mike@mikemcglenn.com /s/</p>	
					<p>Not input: unusual format. See attached.</p>
<p>Primary activities - offroad motorcycling, dual-sport Use- 93, 9337, 2551, 28, 2816, 2506, 77, 7605, 2810, 29, 2904, 23, 21, 2322, 2328, 2334, 2325</p>	<p>None</p>	<p>Not aware of any</p>	<p>Any of the roads that are listed above. Most important is access to the ORV trail system creating multiple in and out opportunities along the trails. Also important is the creation or preservation of loops, avoiding "out and backs"</p>	<p>I recommend rather than closing or decommissioning of roads, that they be identified as unmaintained. Leave them open for all user groups, including motorized. Preserve our access to our public land.</p>	
					<p>Not input: unusual format. See attached.</p>
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<p>All areas I access are for horseback riding: 1-Walupt Horse Camp 2-Keenes 3-Kalama 4-Mt Adams 5-Cody 6-Green River 7-Little Goose 8-Falls Creek 9-Lewis River (in order) We park at these camps, but trailer out - esp: chambers lk Trailhead, Rd 8225 (out of Mt Adams horsecamp, and others I can't recall -</p>		<p>I'm not sure - I didn't know there was a category of road not open to motorized use but maintained - I know we use roads as part of the Klickital loop (7+7A, 7B) that we use. Last year we made a loop out of 7A, (from Cody horse camp) north and returned on an old road -60? Down Pimlico Creek. In retrospect I think we use a lot of these roads- we think of them as logging roads.</p>	<p>I don't know - I don't know that to access many areas of the GPNF we have to drive out, park, ride and drive back to a horse camp.</p>	<p>This forest, the GPNF, is the best place to ride. Mt Adams, Mt St Helens, the Goat Rocks- Such spectacular scenery! Access is so important- please don't make it harder to reach beautiful places.</p>	
<p>8123, 8117, 65, 30, 6035, 9300, 90, 70, 120, 82, 2329, 5603, 25, 26, 24, 21, 2150, 1266, 1207, 2612</p>	<p>26</p>	<p>Yes - horseback riding - several</p>		<p>times are difficult, GPNF is large. Please keep an open mind on isolating motorized from non-motorized use. Their maintenance and safety issues are different.</p>	
<p>See letter attached - FR60, 6035, 65, 23, 17, 82, 8225/150, 80</p>					
<p>9039 Lewis River Trail, 6507 Thomas Lake Trail, 9300, 2588 Mt St Helens, 2329 Mt Adams Hikes</p>		<p>I snowshoe and cross country ski- most are only closed due to snow and are open in summer</p>		<p>please keep road 6507 open otherwise it is a long way to get to Indian Heaven if you are approaching from Curly Creek Rd.</p>	
<p>We camp at soda springs, Keenes, Cispus, Cody, kalama, and Walupt Lake areas and need access to remain open to these areas for trail riding & hiking. Also would like to ride horses everywhere on the GPNF</p>	<p>N/A</p>	<p>Yes we use these roads to access camping and trails for riding our horses.</p>	<p>We would use these roads for our horses.</p>	<p>We are members of BCHW and believe in maintaining and keeping open as many roads and trail access to enjoy the wilderness with our horses.</p>	